



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No.30814; Amdt. No. 497]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, December 15, 2011.

FOR FURTHER INFORMATION CONTACT: Rick Dunham, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends,

suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

THE RULE

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

CONCLUSION

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, D.C. on November 11, 2011

John McGraw
Deputy Director, Flight Standards Service

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, December 15, 2011.

1. The authority citation for part 95 continues to read
2. as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS
AMENDMENT 497
EFFECTIVE DATE December 15, 2011**

&95.6001 VICTOR ROUTES-U.S.

&95.6014 VOR FEDERAL AIRWAY V14

FROM	TO	MEA
IS AMENDED TO READ IN PART		
WILL ROGERS, OK VORTAC	TOTES, OK FIX	3700
DROPS, OK FIX	TULSA, OK VORTAC	
	NE BND	2800
	SW BND	3800

&95.6017 VOR FEDERAL AIRWAY V17

FROM	TO	MEA
IS AMENDED TO READ IN PART		
FATOR, TX FIX	*NELEE, TX FIX	**4000
*5500 - MRA		
**2800 - MOCA		
CENTEX, TX VORTAC	WACO, TX VORTAC	3600

&95.6054 VOR FEDERAL AIRWAY V54

FROM	TO	MEA
IS AMENDED TO READ IN PART		
SANDHILLS, NC VORTAC	*RAEFO, NC FIX	**6000
*6000 - MRA		
**2000 - MOCA		
**3000 - GNSS MEA		
*RAEFO, NC FIX	FAYETTEVILLE, NC VOR/DME	**2800
*6000 - MRA		
**1900 - MOCA		

&95.6104 VOR FEDERAL AIRWAY V104

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MALAE, NY FIX	PLATTSBURGH, NY VORTAC	*7000
*6100 - MOCA		
*6100 - GNSS MEA		

	&95.6113 VOR FEDERAL AIRWAY V113	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
HELENA, MT VORTAC	LEWISTOWN, MT VOR/DME	11100

	&95.6137 VOR FEDERAL AIRWAY V137	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
PALMDALE, CA VORTAC	VICKY, CA FIX	*8000
*5800 - MOCA		
VICKY, CA FIX	JEFFY, CA FIX	
	E BND	8000
	W BND	9000
JEFFY, CA FIX	GORMAN, CA VORTAC	
	E BND	8000
	W BND	10100

	&95.6271 VOR FEDERAL AIRWAY V271	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
MUSKEGON, MI VORTAC	WELKO, MI FIX	*3000
*2500 - MOCA		
WELKO, MI FIX	MANISTEE, MI VOR/DME	*4000
*2400 - MOCA		

	&95.6276 VOR FEDERAL AIRWAY V276	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
MANTA, NJ FIX	*PREPI, OA FIX	**6000
*8000 - MRA		
**2000 - MOCA		
**3000 - GNSS MEA		

	&95.6287 VOR FEDERAL AIRWAY V287	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
FORT JONES, CA VOR/DME	KLAMA, OR FIX	*12000
*9800 - MOCA		
KLAMA, OR FIX	*ROGUE VALLEY, OR VORTAC	
	SE BND	12000
	NW BND	8000
*7000 - MCA ROGUE VALLEY, OR VORTAC , SE BND		

&95.6296 VOR FEDERAL AIRWAY V296

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HUSTN, NC FIX *6000 - MRA **2300 - MOCA **2400 - GNSS MEA	*RAEFO, NC FIX	**5000
*RAEFO, NC FIX *6000 - MRA **1900 - MOCA	FAYETTEVILLE, NC VOR/DME	**2800

&95.6465 VOR FEDERAL AIRWAY V465

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MILES CITY, MT VOR/DME *5200 - MOCA *6000 - GNSS MEA	WILLISTON, ND VORTAC	*7000

&95.6545 VOR FEDERAL AIRWAY V545

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MILES CITY, MT VOR/DME *5300 - MOCA *6000 - GNSS MEA	WILLISTON, ND VORTAC	*7000

&95.6319 ALASKA VOR FEDERAL AIRWAY V319

FROM	TO	MEA
IS AMENDED TO READ IN PART		
VIDDA, AK FIX *2100 - MOCA	WEEKE, AK FIX SW BND NE BND	*3000 *6000

&95.6440 ALASKA VOR FEDERAL AIRWAY V440

FROM	TO	MEA
IS AMENDED TO READ IN PART		
YUCON, AK FIX	UNALAKLEET, AK VOR/DME W BND E BND	4600 8000

&95.6423 HAWAII VOR FEDERAL AIRWAY V23

FROM	TO	MEA
IS AMENDED TO READ IN PART JESSI, HI FIX *13000 - MRA	*FIRES, HI FIX	8000

&95.7001 JET ROUTES**&95.7037 JET ROUTE J37**

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART BROOKE, VA VORTAC	NALES, DE FIX	18000	31000

&95.7060 JET ROUTE J60

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART PHILIPSBURG, PA VORTAC	SPARTA, NJ VORTAC	18000	45000

&95.7204 JET ROUTE J204

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART MILES CITY, MT VOR/DME HILGR, MT FIX	HILGR, MT FIX GREAT FALLS, MT VORTAC	19000 18000	45000 45000

&95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS**AIRWAY SEGMENT****CHANGEOVER POINTS**

FROM	TO	DISTANCE	FROM
V104			
IS AMENDED TO ADD CHANGEOVER POINT MASSENA, NY VORTAC	PLATTSBURGH, NY VORTAC	16	MASSENA
V271			
IS AMENDED TO ADD CHANGEOVER POINT MUSKEGON, MI VORTAC	MANISTEE, MI VOR/DME	37	MUSKEGON